

THE WILMINGTON JOURNAL.

WILMINGTON, N. C.,
THURSDAY, NOVEMBER 15, 1866.

The Daily Journal.

Desiring to manifest our thanks for the general liberality extended to our efforts to maintain a first class newspaper in this city, in some practical and adequate manner, we have concluded that this could best be done by such an increase in the size of our sheet as will enable us to do full justice to our subscribers, while accomodating our advertising patrons. We, therefore, present *The Daily Journal* to our readers, to-day, very much enlarged and improved.

Our friends will bear us witness that we seldom make allusions to ourselves in these columns. We have been content to deserve and receive the favor of our friends and make the best return we could by giving them a paper, containing the most important and latest news of the day, and our views of all questions of public interest urged with candor, impartiality, dignity and honesty. When we resumed the publication of the *Journal*, something over a year ago, we felt as well assured of the support of a people for our paper, which, for more than twenty years had been honestly devoted to what was believed to be their best interests as we are to-day, when encouraged by that support, we add largely to our labors, our responsibilities and our expenses. We expected, so soon as means and mail facilities would enable them to do so, our old friends would rally to our support, while we determined to attach new ones to us, by our efforts to furnish a desirable paper. In this we have not been disappointed. The confidence we felt in the generosity and steadfastness of our friends was well placed. They have, with but few exceptions, and those mostly from necessity, not only met us with good wishes, but extended to us more substantial expressions of favor, which have not only gratified us personally, but we have regarded it as manifesting their confidence in our efforts as editors, to give them a paper worthy their patronage.

What the *Journal* has been, it will continue to be. We shall do all in our power to urge upon our people their duties as citizens under the present condition of political affairs, with an eye single to their welfare and the good of the common country.

Believing that the prosperity of the State depends upon the advancement of our Agricultural interests more than all else, we shall especially devote ourselves to this subject. And among the most important questions affecting this branch of industry, being that of reliable and sufficient labor, we shall not only encourage immigration, but urge upon our people the propriety and necessity of taking charge of, and educating the freedmen, and not giving up this important, and, we believe, vital matter to strangers who feel no interest in them and are too frequently hostile to us.

We shall devote ourselves to the manufacturing interests of the State, now in its infancy, believing that with return of prosperity, this branch of industry will go hand in hand with our advancement and will prove the pioneer of future wealth and strength.

Closely allied to these, and upon which they are greatly dependent, is the completion of our unfinished works of internal improvement. To complete the great lines of Railroad, now in course of construction, intended to connect the interior with the seaboard, and develop the great wealth of the State, is the first and most important subject with which we must grapple; for these accomplished, the recuperation of North Carolina is certain and rapid, and the relief to the people, so eagerly demanded and so absolutely necessary, will be assured upon an honorable and lasting basis. We shall therefore zealously advocate such indirect aid on the part of the State as will not add to the taxes of the people or increase the indebtedness of the State, but by exchanging one interest for another, enable these works to be completed, and by increasing very largely the value of the taxable property of the State, decrease the burdens of the people.

Our labors and responsibilities so largely added to by the enlargement of our paper we very cheerfully and willingly assume, and for the additional expenses we rely upon the increase of business and patronage which we trust we shall merit and receive. We can only promise that we shall spare no effort to make *The Journal* worthy the patronage of the intelligent and liberal public who have so long given it their support. —*Daily Journal*, 13th.

Extension of the Western Railroad.

In our last issue we published a very interesting and important communication from a leading citizen of this State upon the importance to our city of the extension of the Fayetteville and Western Railroad from Egypt, in Chatham county, to which place it is now completed, to intersect the North Carolina Railroad at some point, with the views of the writer in favor of Greensboro' as the best point. To-day we publish the proceedings of the Convention recently held in Guilford county in the interest of this road, which disclose the plans by which the friends of the work desire and hope to raise the necessary funds for its completion; and by request, give also the letter of the Fayetteville *News'* correspondent, "Guilford," in advocating Greensboro' as the Western terminus of the proposed extension.

We are as fully convinced of the importance of the extension of this Road as the intelligent correspondent, whose letter we publish, and have fully endorsed the plan for doing this, embraced in the action of the recent Convention. We are satisfied that it will be greatly to the future advantage of the State to make the exchange therein proposed, and shall urge it by all means in our power.

We must confess, however, we have never given the subject of the Western terminus the consideration its importance demands. Our object has been to see the Road pushed forward to intersect the North Carolina Railroad at the most advantageous and available point. We are fully impressed

with the necessity of locating the Road before the work can be commenced in earnest. So long as the Western terminus is unsettled, there must be more or less indisposition on the part of any of the proposed points to enter with spirit into this matter. And as the State will be asked for indirect aid, the Road should be located, without surrendering any advantages to be attained by the extension, so as not to interfere with Roads already completed, or in course of construction, in which the State is greatly interested. These considerations, with the length and cost of the work, and the country to be developed, and an eye to future extensions, should the ability of the Company and the demands of the country justify, are the great questions to be considered in fixing upon the Western terminus. We are favorably impressed with the views of Guilford, and as this matter should be definitely fixed before the President and Directors of the Road go before the Legislature with the proposition they propose to submit, we hope that the attention of others may be called to this question, and the merits of other points fully discussed.

Intimidation of Southern Legislatures.

The *Commercial Journal* is mistaken in supposing that we desire to "intimidate the Southern legislatures" in the adoption of the Howard amendment. We have no hope that it will be adopted. A large majority of the members of these bodies are solemnly pledged against it, and could not be induced to change their minds if their whole votes were taken in the face of their solemn pledges, they would at once forfeit the respect and confidence of all honorable persons.

No Southern State, under the lead of disloyal and ambitious leaders, are going to do as they please now, as they did in 1861. The consequences of such action cannot fail to be disastrous. All we ask is, that it be made known to the world that a Southern man would dishonor and infamy. Such a man would willingly betray his country, his own household and his God."

Commercial Future of Wilmington.

We have frequently referred to the importance of Wilmington to the early completion of the lines of railroad, now partly constructed, which will connect our city with the interior, the one terminating here, and the other at Fayetteville. We have been again favored with a letter from a leading citizen of our State, with some timely and wholesome reflections upon this subject, directed especially to the business men and property-owners of this place, to which we call special attention.

The facts and figures therein contained, show that our merchants are rather content to do their business with certain districts of country, and are making no effort to extend the field of operation into territory where business is transacted and purchases made at a port more remote, and in a neighboring State. Certainly, with the advantages of sixty-five miles of railroad transportation, as between this city and Norfolk, we should be able, with proper efforts by our merchants and arrangements by our railroads, to at least compete with that port for the trade along the North Carolina and the Western North Carolina railroads.

But the letter of our correspondent shows beyond question the duty of Wilmington in regard to the completion of the two roads, which will bring her in close connection with the interior, and that no time is to be lost thinking over these matters.

We cannot expect to rise from our present prostration by lying supinely upon our backs and grieving over our sad fate. Commerce cannot be brought to our port, or population seek our city, without making the effort ourselves to compel the one, which will assure the other. Nor can trade long be forced out of its natural channels, and if we desire to reap the advantages of a situation which puts us so much nearer a rich interior, than ports North and South of us, we must put forth the efforts necessary to extend our arms to embrace this great region of country. So little really is to be done to connect Wilmington with Charlotte and Lincolnton, and with Greensboro'; that if it is not speedily accomplished we will most properly be the greatest sufferers.

Both of these lines of railroads have prospects of an early completion, but neither can be attained without united and persevering efforts, and we fear there is not sufficient interest felt and manifested in our community. Certainly our people cannot have considered the great importance of these measures upon our future welfare. We know that the entire trade, out-going and in-coming, of the whole central and Western central part of the State, as far West as Morganton, on the Western North Carolina railroad, and Lincoln, on the *Wilmington*, Charlotte and Rutherford Railroad, seeks an outlet and inlet at Norfolk, thereby going almost as far again by land, as it would to come to this city, were the unfinished roads completed. Wilmington would not only be the port for all this country, but would also be the selling market of most of the rich products of that section as well as the purchasing market for their groceries, agricultural implements and fertilizers, and many other articles of the country. We have urged them to turn their attention to the development of their resources, to rebuilding their fortunes, to encourage emigrants and capital to seek our section, to educate and aid the freedmen to become intelligent and contented laborers, to continue to claim their rights under the Constitution and laws, firmly, considerately, and with due regard to the dignity and character of the body which denies them to us, and finally, to do our whole duty as high-minded and honorable citizens of the United States. But further than this we cannot and will not go. We can never urge our people to accept their own degradation, and will ever plead with them to maintain their honor unsullied.—We regard it neither consistent with sound policy or true statesmanship to attempt by intimidation or threat, to urge a people to accept that which they would scornfully reject in cooler moments; nor can we reconcile appeals to their poverty and helplessness to barter their "birth-right for a mess of pottage" as in conformity with either their present interest or future prosperity.

The operations of the Hillsboro' Military Academy have been resumed, under the superintendence of General R. E. Colston, with very flattering prospects. General Colston was for many years a professor at the Virginia Military Academy, and more recently a distinguished and valued officer of the Army of Northern Virginia.

Associated with him are Capt. Wm. A. Obenchain and Major Daniel Trueheart, both graduates of the Virginia Military Academy, with the honors of the institution. Our citizens will recognize in Capt. Obenchain, an officer who served with distinction upon the staff of the lamented General Whiting, and of whom General Lee thus wrote:

"He had immediate charge of the con-

struction of the defences between the New Market and Williamsburg road, and was conspicuous for energy and skill.—For his efficiency and meritorious conduct he was promoted captain of engineers, and continued in that capacity during the winter of '64-'65, and won the approbation of his commanding officers."

Major Trueheart won as enviable reputation in the artillery service during the war.

The Faculty of this Academy, desirous of affording, as far as lies in their power, to some of their late companions in arms, the advantage of instruction, and of extending the system of scientific and military education in the State of their adoption, have offered gratuitous scholarships to one young man from each Congressional District in the State. In making this liberal and timely announcement they say:

Many States, both at the South and in the North, expend large sums in endowments and annuities for the establishment of Military Academies, consider the mesme, and by the privilege of appointing a certain number of indigent and meritorious young men as State Cadets or beneficiaries. These State Cadets in return for their services to the State, are entitled to receive a limited sum after graduation, in their State, which is then compensated by the creation of Native teachers and the diffusion of Scientific and Military knowledge among the population. The Grand object of the State looks for Engineers and Architects to conduct her great public works, Scientific men to develop her Mineral, Industrial and Agricultural resources, and officers to command her forces.

The authorities of the Hillsboro' Military Academy, impeded by the war, are of course unable to do more than a small portion of what a great State school should do. Therefore, we hope that the annual fees of \$75 per session, which amounts to a gratuity of \$375 to each young man if he takes the full five years' course. It is hoped that this offer will be met by a corresponding spirit of liberality on the part of the people.

Applicants for scholarship must be made known to the Faculty next, at which time the appointments will be made.

Three conditions will be required of the applicants:

1st. Testimonials of good moral character, fair abilities and faithful service during, at least, a part of the war.

2d. Certificates of inability to defray the entire expenses of their education.

3d. A desire to teach in some school or college in the State of North Carolina, for one year after graduation.

We truly hope that this generous proposal will be promptly met in the patriotic spirit it is offered. Certainly there is public-spirited liberality enough in our Congressional Districts to pay the board of one pupil for each, when the Faculty of the Academy offer to make all seven a present of the tuition fees. Cannot the amount necessary to obtain one of these scholarships be immediately secured for New Haven? We certainly have gallant soldiers in our midst, who richly deserve the liberty. We are greatly indebted to those who exposed their lives for us; let us in this way begin to repay it.

The Legislator.

This body assembles in Raleigh on Monday next, the 19th inst. We suppose a quorum will be in attendance the first day, and no delay will be occasioned in the organization. We have heard no name prominently connected with the Speakership of the Senate, but in that branch of the General Assembly there are a number of gentlemen of ability and great legislative experience, any of whom would make able presiding officers.

Among those who are mentioned in connection with the Speakership of the House, we hear the names of Col. R. H. Cowan, of this city, R. Y. McAden, of Alabama, Gen. A. J. Dargen, of Anson, and we clip the following letter from the Raleigh *Clipper* recommending Colonel Thos. S. Kenan, of Duplin, which we most cheerfully endorse:

THE SPEAKERSHIP.

Messrs. Editors:—As there is no one elected to the House of Commons, who has ever presided over that body, and thus acquired experience in that capacity, we might have had Parliamentary law to his study, more so than probably member elect of the House. He also represents a section of the State which is present to call to account. The personalty of Colonel K. is well known among the old men who have known him. With most genial feelings and great suavity of manners is combined great decision and unflinching integrity. Let his name, then, be before that body, when choosing their presiding officer.

D.

THE FUTURE OF WILMINGTON.

For the Journal.

To the People of Wilmington. No. 2.

Messrs. Editors:—I have seen with concern that the business of your city does not reach as far up the country as formerly.—Why is this? Undoubtedly the Danville Railroad has been one great cause; but it seems to me that there are other reasons, and that these, and the apparent injury caused by the Danville connection can all be overcome.

As your merchants are aware, a good deal of cotton is coming into Charlotte and Raleigh—but, possibly, they may not know that all of this goes, not to

Richmond, but to Norfolk. And not only

so, but groceries are purchased in Norfolk for Salisbury and Charlotte, and other places in the interior of North Carolina, and this while the Richmond merchants say that but for freights they could put sugar, etc., in Charlotte at a less cost than it could be brought from New York. In view of the routes from Charlotte to Norfolk, Richmond and Wilmington, this seems to be a queer state of things, to say the least.

From Charlotte to Raleigh and Gaston Railroad to Norfolk, is about 355 miles, and freight goes the whole distance by land, and over three roads; from Charlotte to Richmond, via Danville, is some 280 miles, over three roads—and from Charlotte to Wilmington via Goldsboro', is about 290 miles over two roads. Thus it is seen that the present avenues of trade present no insuperable impediment to the enterprise of Wilmington dealers, and if the roads from Charlotte to Norfolk, and the roads from Goldsboro' to Wilmington, are completed, the fault must be in the management, somewhere.

Your merchants have been famous for their energy and far-sightedness: who is to blame?

This is a question not for me to answer; but I will suggest that the difficulty probably lies in a want of general combination on the part of dealers, and of carriers by land and water.

It is well known, up the country, that Norfolk is getting a larger share of the trade of this region than Richmond, and yet the distance to Norfolk is greater to Richmond or Wilmington.

Hillsboro' Military Academy—Gratuitous Scholarships.

The operations of the Hillsboro' Military Academy have been resumed, under the superintendence of General R. E. Colston, with very flattering prospects. General Colston was for many years a professor at the Virginia Military Academy, and more recently a distinguished and valued officer of the Army of Northern Virginia.

Associated with him are Capt. Wm. A.

Obenchain and Major Daniel Trueheart, both graduates of the Virginia Military Academy, with the honors of the institution. The soldier who gallantly fought under the lead of his General, and who would have sacrificed his own life at any time, for the protection of his commander, is required to dishonor and disgrace him in peace.

The son is required to vote the infamy

of his father. The people are asked to

repudiate and disgrace those whom they

have, through life, honored and glorified

in honoring. Every Southern State is

required to expel from her councils, her

Legislature, and from all public offices,

her wisest, best and most experienced

public servants. Was ever such a pro

position before submitted to a

legislature?

This is one remedy for the existing state

of things. Another is to open as soon as

possible, new routes to the interior. The

road to Rutherfordton will be of immense

service to your city; and in the meantime,

you can reach the N. C. road by another

avenue, and one which can be opened

sooner than that to Rutherfordton.

The link from the Fayetteville News

to the Western Railroad.

Missouri, Georgia, and other states seem to be a

little behind the times in this matter.

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